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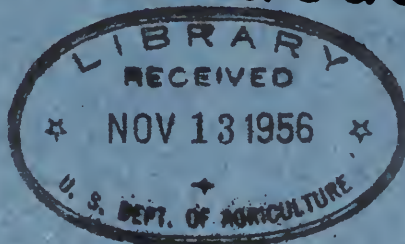
Production and marketing administration
Shipping and storage branch

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Declassified by Mr. Christensen,
CSS - BES 12/3/54

PROGRESS REPORT

AUGUST 31, 1946



COVERS ONLY THOSE COMMODITIES
HANDLED BY THE SHIPPING AND
STORAGE BRANCH ...

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Mr. N. E. Lodd

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SHIPPING AND STORAGE BRANCH DIRECTORY

Washington, D. C.

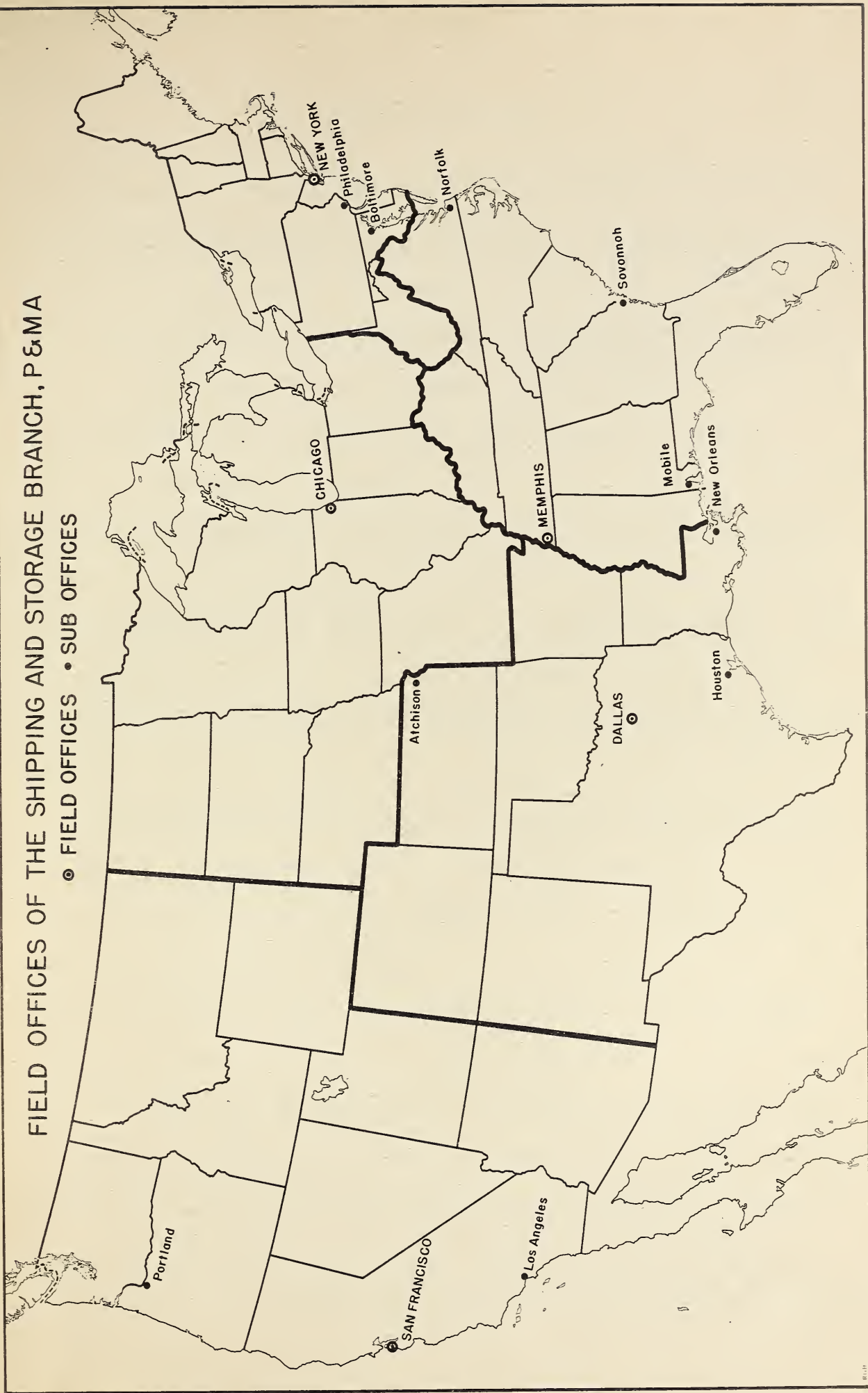
Director	H. O. Warlick
Deputy Director	E. A. Levi
Deputy Director	C. R. Rodwell
Assistant Director	B. S. Soleau
Administrative Division	David Smith, Acting Chief
Claims Division	F. H. Hanks, Chief
Field Operations Division	H. B. Collings, Chief
Inventory Accounting Division	A. J. Moore, Chief
Maintenance Division	T. T. Clifford, Chief
Program Operations Division	C. E. Raeder, Chief
Shipping Division	G. H. Cheely, Chief

Field Offices

Northeast	W. Van Bokkelen, Chief 150 Broadway, Room 1502 New York 7, New York
Midwest	F. C. Johnson, Chief 5 South Wabash Ave., Room 1316 Chicago 3, Illinois
Southern	H. T. Anderson, Chief Falls Bldg., Room 910 Memphis 3, Tennessee
Southwest	O. M. Bowen, Chief 426 Wilson Bldg. Dallas 1, Texas
Western	P. J. Pingatore, Chief Pacific Bldg., Room 553 821 Market Street San Francisco 3, California
Natural Cooler Facility	D. V. Case, Manager P. O. Box 476 Atchison, Kansas

FIELD OFFICES OF THE SHIPPING AND STORAGE BRANCH, P&MA

○ FIELD OFFICES • SUB OFFICES



August in Review

Export activities of the Shipping and Storage Branch declined during August largely because of shrinkages in program shipping commitments. As a result, fewer commodities were ordered to programs, less cars arrived at ports, and a reduction occurred in the number of cars lifted. Branch operations under price support programs, on the other hand, remained heavy. Shipments ran high, which in numerous instances required the assignment of key shipping personnel to various vantage points throughout the country. Cars arriving at warehouses and domestic outlets rose above July's peak and shipments from warehouses were greater than at any time in the past seven months. These increases may be charged, in part, to expansions in price support activity and to the movement of commodities under other domestic programs.

The Branch again moved most of its shipments direct from vendors to consignees rather than through intermediate warehouses. During the month 74 out of every 100 cars traveled direct. The Branch also continued the policy of storing commodities in warehouses close to ports or in pier storage. Eighty-five percent of the total August warehouse shipments originated in Field Offices having port facilities.

The Program Operations Division made good progress in the work of reconciling delivery records with the Fiscal Branch. The Division also consolidated documents in the Program Management Section relating to orders and deliveries to claimants. During the month a Division representative went to Dallas and installed a new procedure for handling FASs for flour.

Because of the failure of ships to appear, August liftings of live animals fell below expectations.

The Traffic Control Unit of the Shipping Division maintained a close surveillance of shipments moving into port areas during the month. The Division took steps to prevent congestion at individual ports whenever such action was warranted.

The Division also continued its control over shipments of fresh potatoes. It took immediate steps during the month to stop PMA shipments whenever it appeared that congested conditions due to potato accumulation might result in embargoes. Whenever congested conditions were beyond PMA-S&S control, it effected reconsignments in order to relieve individual situations. The Shipping Division secured from the AAR special permits for the movement of 500 cars of potatoes in refrigerator equipment.

The Office of Defense Transportation under Order No. 435 embargoed all Department of Agriculture shipments to Atlantic and Gulf ports effective August 12. Strenuous protests were made and a statistical representation of actual Department shipments was presented to the ODT. By August 27 the ODT had amended the order so as to lift the embargo on all ports except New York, Galveston and Houston.

During the month the Natural Cooler Storage at Atchison, Kansas received approximately 600 carloads of commodities for storage. By August 31 there were 988 cars in storage. As a result, the facility showed a substantial net profit for the period.

Reconditioning and reconditioning of stocks rose somewhat in August and slightly exceeded 5 million pounds. Except for July the month was,

however, the lowest of the calendar year. The bulk of the August work occurred in the Northeast and Midwest. The South had only a moderate amount and the West and Southwest none. The month's principal increase, affecting the Midwest and Northeast, resulted from shipments of frozen eggs under Purchase Program PY-5 from the Midwest to Bronx Terminal Market. In the Midwest dry soup powder also required reconditioning. Grain fumigation work dropped to 1.5 million pounds. The fumigation operation took place in the South and Southwest.

During August the Claims Division reduced the number of claims on hand to 6,718. The Division reached an agreement with the Baltimore and Ohio Railroad Company for automatic settlement of transit livestock claims at 67 percent of commodity cost. This arrangement parallels the agreement concluded with the Chesapeake and Ohio Railroad Company. The Division also proposed to the Atlantic Coast Line Railroad a similar basis for handling claims on livestock shipments through Savannah. During the month the Document Analysis Section operated on a current basis. It was able to file all documents within 24 hours of receipt and take immediate care of all requests for documents and information.

The Field Operations Division developed a procedure for reporting shipments, transfers of title, and unloadings through use of the Bill of Lading, Forwarding Notice and Non-Negotiable Receipt, and Consignee's Receipt. This procedure will enable the Washington Office, the origin and destination Field Offices, and the Fiscal Branch to obtain shipping information from these forms rather than by means of the telegraphic and teletype reports used exclusively in the past. The new system will effect a considerable saving in program and administrative funds.

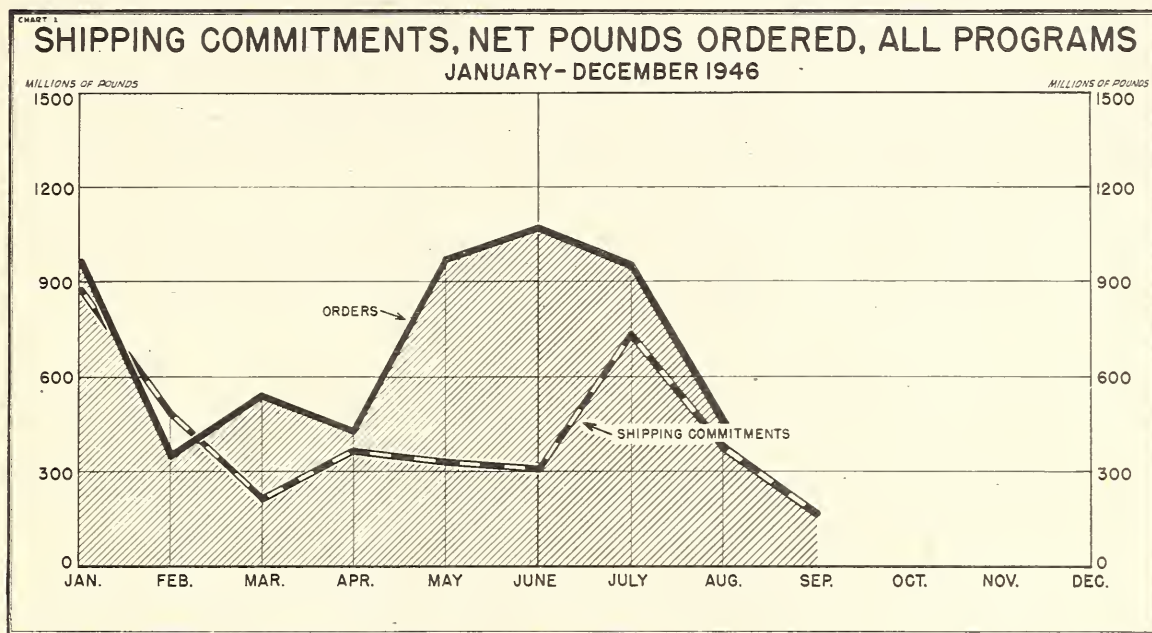
The Division also developed an instruction outlining the operating functions of the Natural Cooler Storage at Atchison. The instruction provides that the Atchison Office assume full responsibility for its operating function, with the Washington and Chicago Offices serving as specific contact points with respect to certain activities.

During the month a Division representative visited the Dallas, Houston and New Orleans Offices and helped plan execution of the Gulf ports flour program. The trip also afforded an opportunity to review and in some instances recommend operational refinements for certain functions including Field Purchase Programs, documenting and reporting of transactions, receipt of over, short and damage advice, arrival notification from carriers, and various administrative duties.

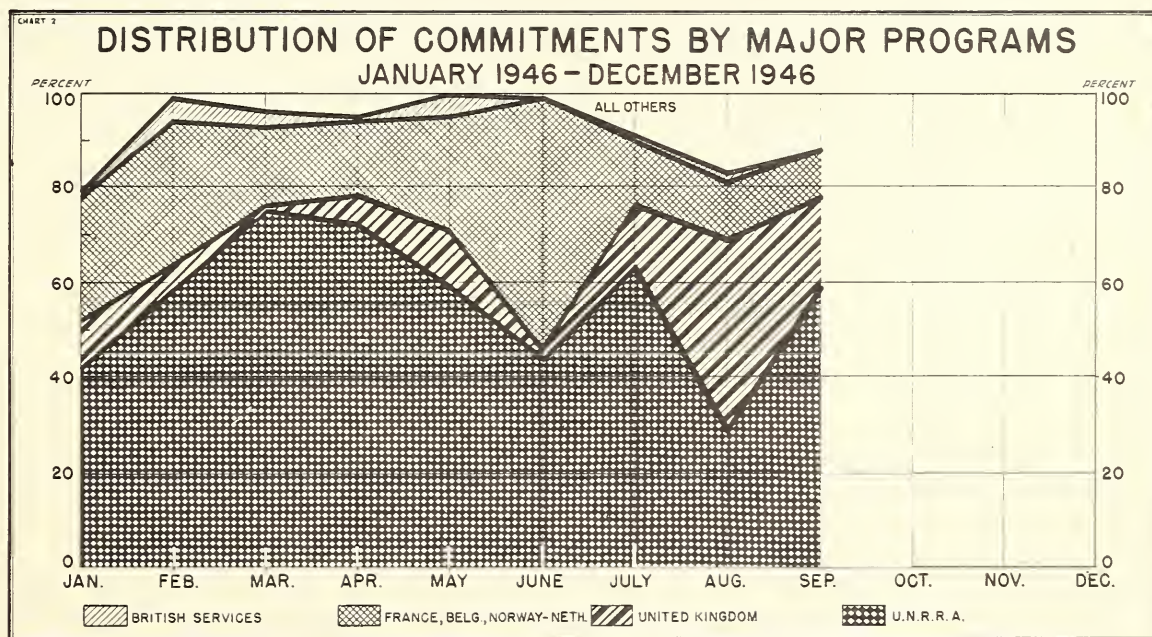
During August, the Branch continued action, in line with budgetary requirements, leading to reductions in personnel. Various functions were consolidated and others were abolished. The Boston sub-office, for example, was closed on August 16 because of declines in shipping and storage operations in that area.

SHIPPING COMMITMENTS

Program shipping commitments for September were smaller than those for August. The total declined from 383 million pounds to approximately



165 million pounds. (See Chart 1.) The September sum was also substantially below the July aggregate.



The UNRRA program was the primary recipient of the September

commitments. The commitments of that program equaled 59 percent of the September total. This was in contrast to 29 percent in August and 63 percent in July. (See Chart 2.) Commitments of the United Kingdom, which amounted to 40 percent in August, fell to 19 percent for September. They totaled 13 percent in July but only 2 percent in June. The French and Belgian programs represented 10 percent of the September total compared to 12 percent and 14 percent in August and July. The British Services, whose commitments were less than 1 percent in July and 2 percent in August, had none for September. The aggregate of all other programs equaled 9 percent in July, 17 percent in August and 12 percent for September. A large proportion of these residual percentages represented commodities for the Army.

NET ORDERS TO PROGRAMS

The total volume of commodities ordered ^{1/} to all programs during August exceeded 452 million pounds. (See Chart 1.) Although the August total was only about half as great as the peak months of May, June, and July, it was still above February and April. It was also in excess of the total number of pounds ordered in August, 1945.

Approximately 175 million pounds of commodities were ordered against the UNRRA commitments during August. This constituted 39 percent of the total orders as against 44 percent in August and July. (See table.)

Percentage Distribution of Net Orders to Programs

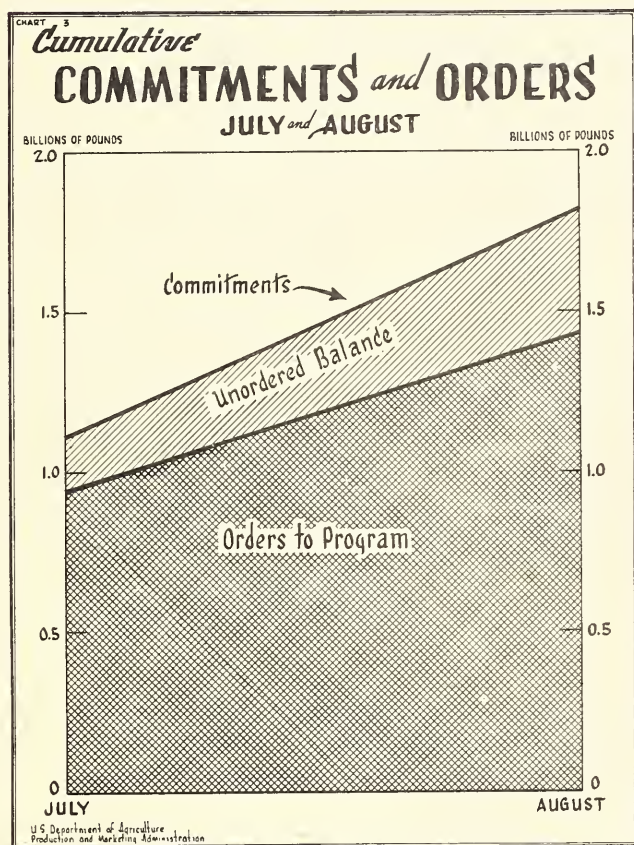
August 1945 - August 1946					
	UNRRA	United Kingdom	France, Belgium Norway, Netherlands	British Services	All Others
Aug. 1945	35%	12%	16%	22%	15%
Sep.	15	10	13	30	32
Oct.	28	5	15	49	3
Nov.	32	23	30	8	7
Dec.	38	21	23	6	12
Jan. 1946	52	14	14	2	18
Feb.	19	15	38	4	24
Mar.	46	16	28	2	8
Apr.	69	5	13	4	9
May	59	3	33	2	3
Jun.	44	12	12	*	32
Jul.	44	27	14	1	14
Aug.	39	24	5	*	32

* Less than 1 percent.

^{1/} Represents documentary orders placed with vendors and warehousemen by Field Offices during August. Does not necessarily measure deliveries actually accomplished during the month.

August orders for the United Kingdom approached 100 million pounds or 24 percent. In July they were 27 percent and in June 12 percent. The percentage of net orders to the French, Belgian, Norwegian and Netherlands programs declined from 12 in June and 14 in July to 5 in August. The total pounds aggregated only 20.9 million, of which 17.3 million were for France and 3.6 million for Belgium. There were no orders for Norway or the Netherlands. The August figure for British Services was only 39,000

pounds, somewhat less than 1 percent of the grand total. It had amounted to about 1 percent in July. Thirty-two percent or 146 million pounds, the majority of which were orders for the U. S. Army, were placed for all other programs in August. The percentage was 14 in July. The distribution for the period January through August, 1946 was UNRRA 48 percent, United Kingdom 14 percent, France, Belgium, Norway and Netherlands 19 percent, British Services 2 percent, and all other programs 17 percent.

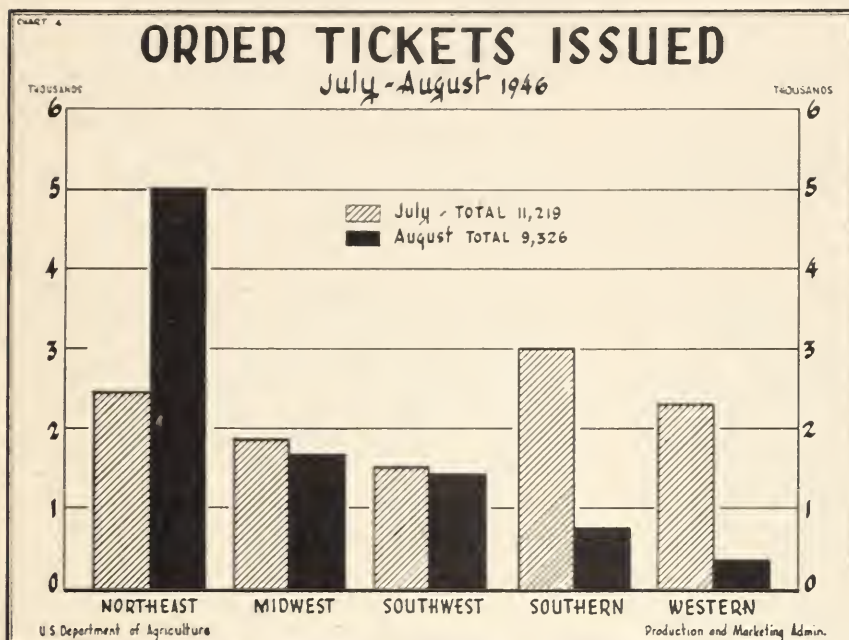


Cumulative shipping commitments for the current fiscal year totaled 1.8 billion pounds as of August 30, 1946. Cumulative orders in the amount of 1.4 billion pounds had been placed against these commitments by that date. (See Chart 3.) The actual differential, however, was not as great as the above data would seem to indicate. The commitment figure

is for the period July through October whereas orders cover operations during July and August only.

ORDERS TO SHIP

August order tickets totaled 9,326. This was 1,893 tickets or 17 percent below the July figure of 11,219. All areas declined except the Northeast which more than doubled. (See Chart 4.) The gain in the Northeast resulted principally from order tickets for potatoes purchased under price support programs.



The order of the areas was Northeast, Midwest, Southwest, South and West. In July the South led, followed by the Northeast, West, Midwest and Southwest. For August the Northeast had 5,024 orders to ship compared to 2,484 in July. The Midwest had 1,681 compared to 1,879, and the Southwest totaled 1,434 as against 1,521. The South dropped to 792 in comparison to its previous 3,016, and the West to 395 from

2,319.

In percentage of total tickets issued, the Northeast had 54 percent compared to 22 in July. The Midwest had 18 as against its previous 17, the Southwest had 15 compared to 14, the South 9 in contrast to 26, and the West 4 in comparison to 21.

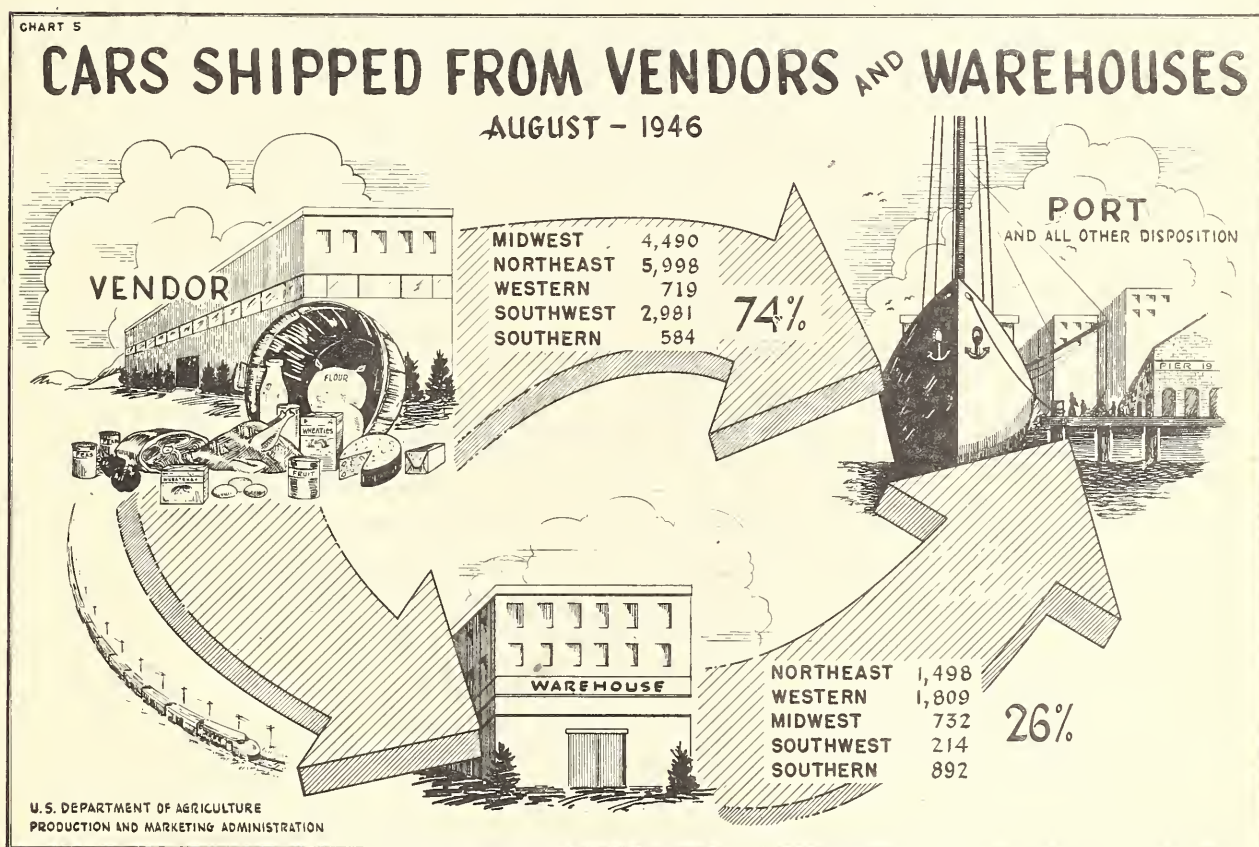
COMMODITY MOVEMENTS

Shipments from Vendors

The number of cars shipped from vendors totaled 14,772 cars in August. The total for July had been 21,383. While the August volume was substantially below the July level, it was 10 percent above May and 60 percent greater than March or April. Of total shipments from vendors and warehouses, the percentage of cars traveling direct from vendors also declined in August. It fell to 74 out of every 100 cars compared to 81 out of every 100 in July. The Northeast led all other areas in shipments from vendors, a large portion of which constituted deliveries of potatoes under price support programs. It made 5,998 or 41 percent of the total. The Midwest followed with 4,490 or 30 percent. The Southwest made 2,981 or 20 percent, the West 719 or 5 percent, and the South 584, the remaining 4 percent. (See Chart 5.)

Shipments from Warehouses

August shipments from warehouses were higher than any of the last seven months. The total reached 5,145 cars, 5 percent in excess of July and 28 percent above June. The Midwest, largely because of increased activity at the Natural Cooler Facility, made the biggest gain. The West shipped 1,809 cars, 35 percent of the total. The Northeast had 1,498 cars or 29 percent. The South with 892 cars had 17 percent. The Midwest made 732 shipments or 15 percent and the Southwest 214 cars or 4 percent. (See Chart 5.) The Branch continued the policy of storing commodities in warehouses close to ports. Eighty-five percent of the total August warehouse shipments originated in Field Offices having port facilities.



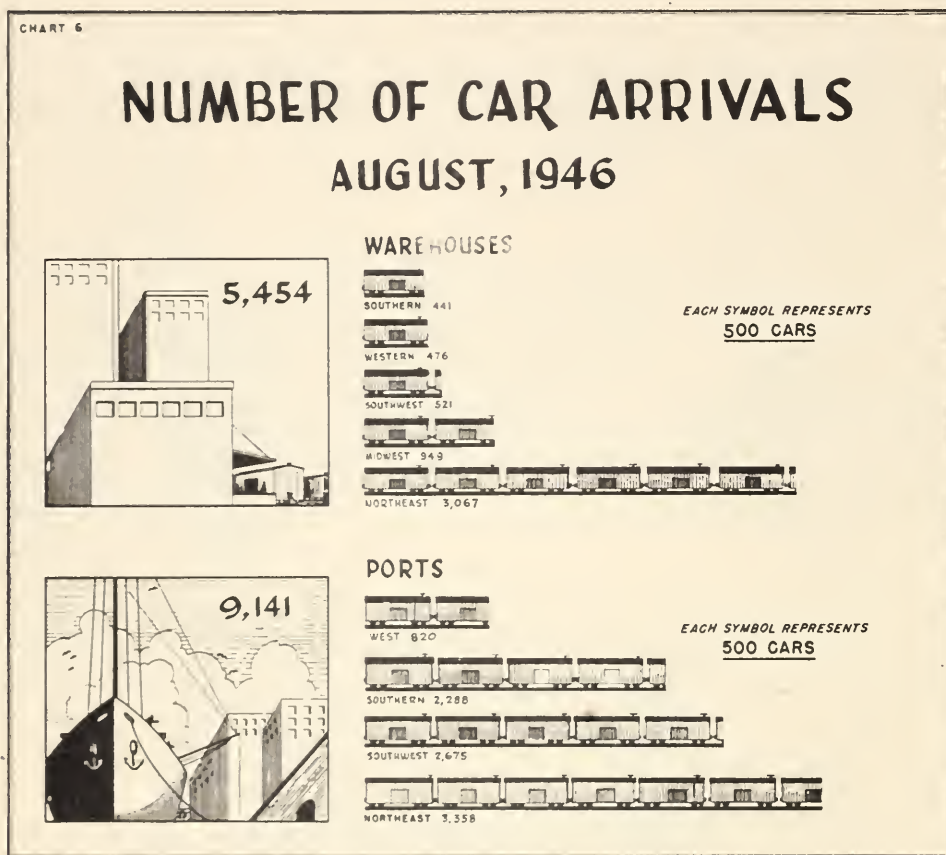
Reconsignments

There were 5,403 cars reconsigned during August. July's total was 5,410. The Northeast still maintained the lead with 2,520. The Southwest moved into second place with 2,372. Its total the previous month had been 45 cars. The South, which had 2,441 in July, dropped to third with only 302 in August. The Midwest and West followed with 169 and 40 respectively. In percentage of the total, the Northeast had 47 percent. The Southwest had 44 percent, The South 5 percent, The Midwest 3 percent and the West 1 percent.

ARRIVALS

Warehouses

Cars arriving at warehouses totaled 5,454 during August, a gain of 16 percent over July's previous high of 4,701. (See Chart 6.) Three Field Offices registered gains and two experienced declines. The Northeast, which led all other offices with 1,626 cars during July, again was first with 3,067. Of these, however, 1,127 in the Philadelphia port area went to commercial distillers under price support programs. The Midwest, including the Natural Cooler at Atchison, Kansas, unloaded 949 cars in contrast to 728 the previous month. There were 15 additional



car arrivals in the Southwest, the total reaching 521. The West, on the other hand, dropped from 1,004 cars in July to 476 in August and the South from 834 to 441.

Ports ^{1/}

During August, port arrivals amounted to 9,141 cars. The decline from the July level equaled 2,538 cars or about 21 percent. The August total was approximately the same as March and May. Despite the drop, there were 68 percent more cars arriving at ports than at warehouses. In area totals the Northeast led all Field Offices. It received 3,358

^{1/} No ports in the Midwest.

cars. This number, however, does not include 347 truck, lighter or barge shipments aggregating 14,326,810 pounds, moved from local warehouses. New York with 2,434 cars led all ports in the country. Philadelphia had 543, Baltimore 353 and Boston 28.

The Southwest, ranking third with 1,144 cars in July, moved into second place with 2,675. (See Chart 6.) New Orleans, a relatively inactive port in July, reported 1,357 arrivals in August. Galveston received 904, Houston 262, and Beaumont 152. The South, whose 5,583 cars surpassed all other areas in July, dropped to third. Its total was 2,288. This, however, did not include 11,265 head of livestock which arrived during the month. Newport News, which was first among all ports in July, had 1,405 cars in August. Norfolk had 390, Mobile 252, Savannah 184 and Charleston 57. August arrivals at the Western ports amounted to 820 cars, 100 less than July. Portland led with 598. San Francisco had 181 and Los Angeles 41.

In addition to the arrivals during August, 1,281 cars were reported enroute to ports at the end of the month. Fifty-one percent, or 656 cars, were in transit to the Northeast, 287 to the South, 285 to the Southwest, and 53 to the West.

Total car shipments and total car arrivals are not equal. Shipments include cars moving to ports, warehouses, and domestic outlets. Arrivals, on the other hand, include only cars entering port areas and warehouses.

Arrivals Other Than PMA

The Branch also handled 3,264 cars of commodities at ports and warehouses not covered by PMA bills of lading. The Southwest received 2,151, the South 678, the West 239 and the Northeast 196.

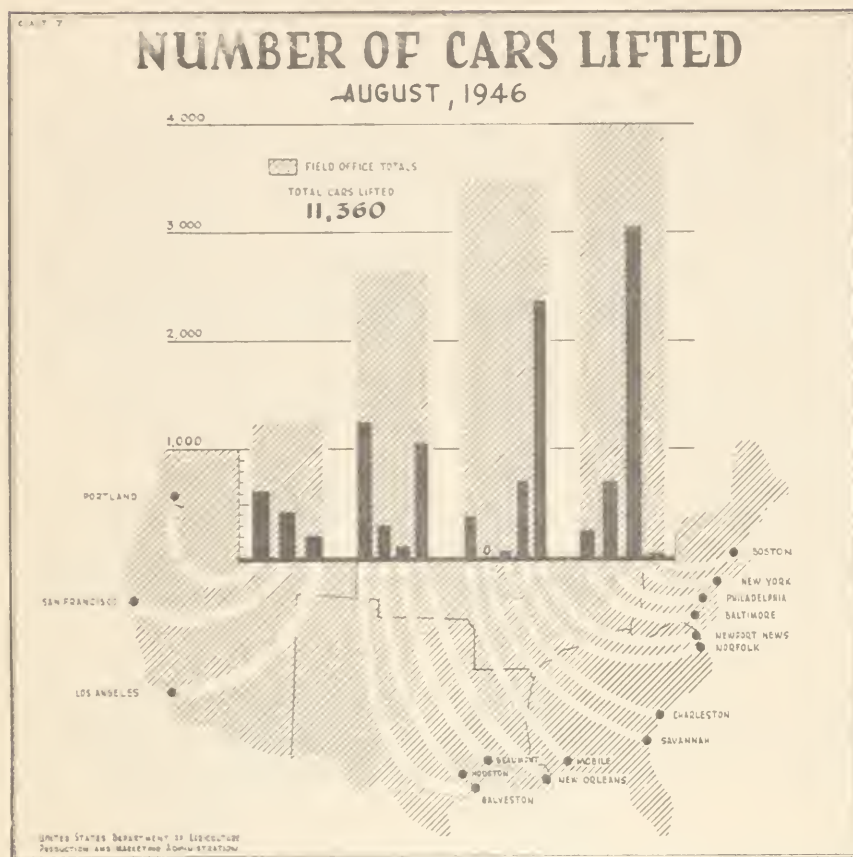
LIFTINGS ^{1/}

The number of cars of commodities lifted totaled 11,360 ^{2/} in August compared to 17,895 in July. The decline amounted to 37 percent. All Field Offices, except the Southwest, loaded fewer cars aboard vessels than during the preceding month. The Northeast led in liftings for the month followed by the South, Southwest and West. The Northeast loaded 3,982 cars compared to 6,255 in July, the South

^{1/} Does not include liftings of Basic Commodities.

^{2/} Lifted but not included in the above totals were 10,824 head of livestock at Newport News; and at New Orleans 14,061,383 pounds of CCC cotton, 75,849,120 pounds of CCC bulk wheat, and 60,000 pounds of CCC cats.

3,482 compared to 7,695, the Southwest 2,648 as against 1,334, and the West 1,248 in contrast to 2,611.



New York, with 3,044 cars, continued to lead all ports. Newport News ranked next with 2,362. Galveston lifted 1,240, New Orleans 1,038, Norfolk 699, Philadelphia 698, Portland 619, San Francisco 424, Mobile 364, Houston 286, Baltimore 231, Los Angeles 205, Beaumont 84, Charleston 57, and Boston 9. (See Chart 7.)

In addition to cars lifted, the Field Offices reported that as of the end of the month there were 1,608 cars on track and 2,194 on pier storage, a total of 3,802. As of the end of July the

number totaled 2,960. Twenty-eight percent or 1,046 cars were at ports in the Northeast, 25 percent or 959 cars were in the South, 30 percent or 1,141 in the Southwest, and 17 percent or 656 in the West. Thirty vessels were loading cargo at the close of the month.

COMMODITY INVENTORY 1/

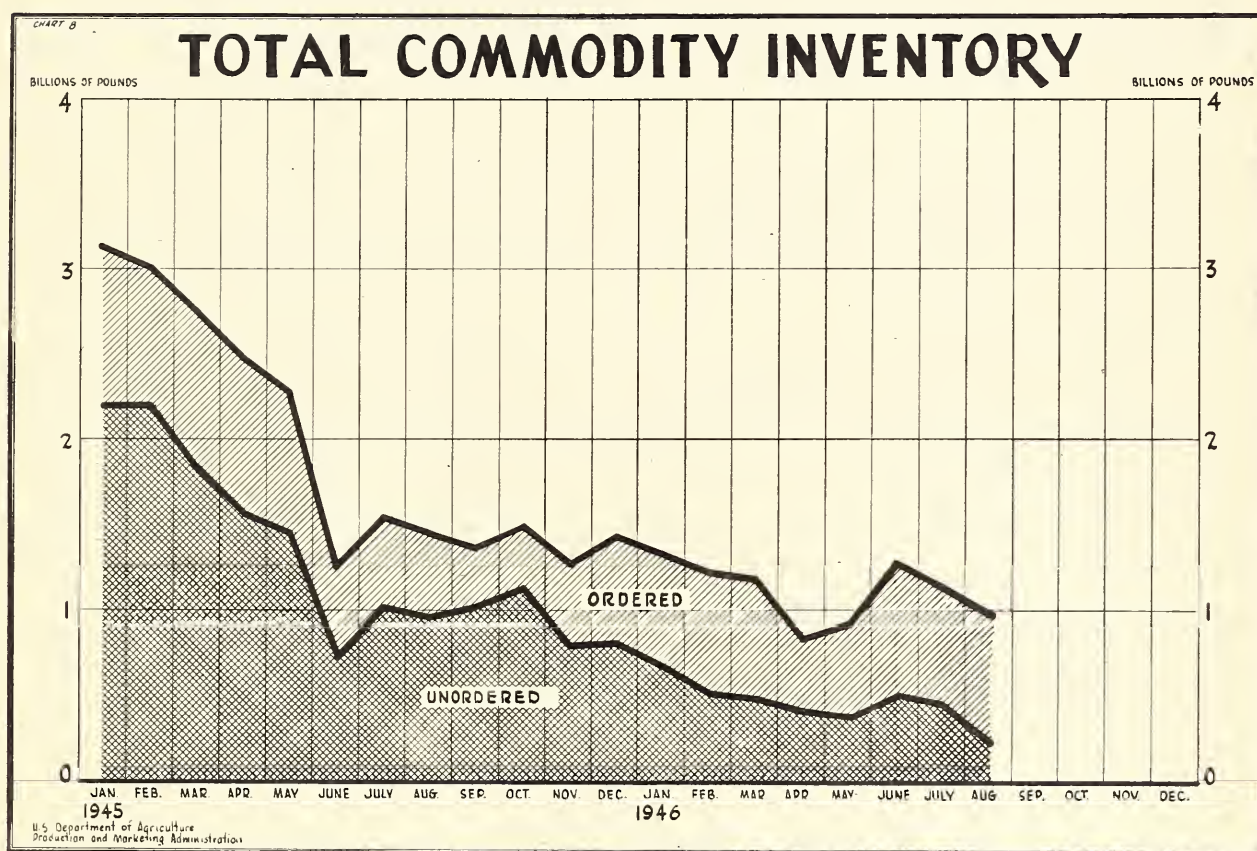
Slightly more than 452 million pounds were ordered to programs in August to fulfill commitments. Total CCC-owned commodities, which aggregated 1,154 million pounds on July 31, amounted to 975 million pounds at the end of August. The decline from July totaled 179 million. The August inventory was likewise 296 million below the June figure of 1,271 million. It exceeded the 913 million in May and 840 million in April, but remained well under the first three months of the calendar year. By comparison March had 1,185 million pounds, February 1,222 million and

1/ Basic commodities - wheat, oats, rye, barley, corn and cotton - are excluded from the totals reported.

2/ Data for August 1946 is preliminary and subject to later revisions.

January 1,336. August also stood well under the inventory on the corresponding date a year ago when the total amounted to 1,450 million pounds. (See Chart 8.)

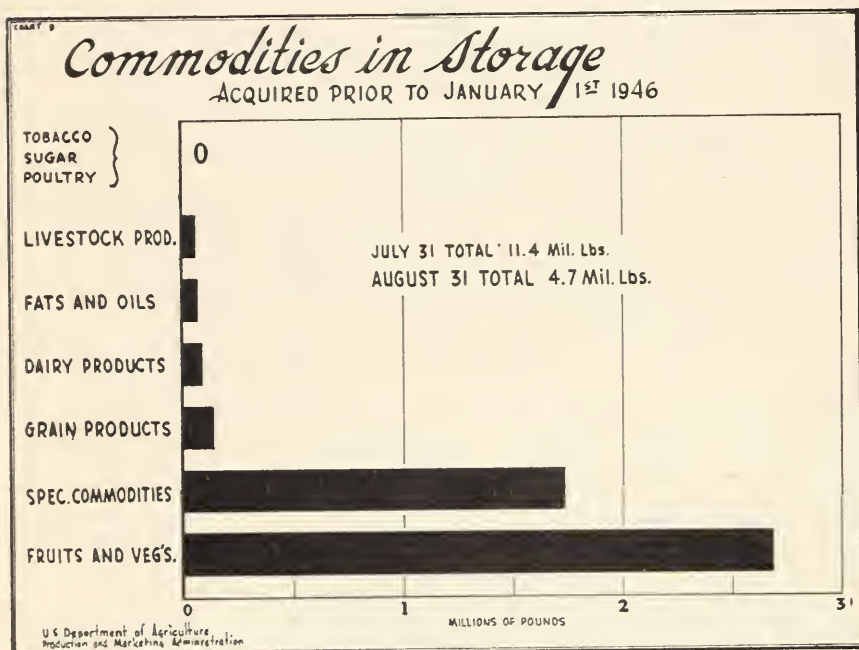
The ordered portion of the total inventory rose 39 million pounds during the month. This part of the total, which represents supplies moving to programs as well as commodities referred for sale and other non-program use, totaled 733 million pounds compared to 694 million in July. It exceeded every month of the calendar year except June, which had 764 million, and also topped August 1945 by 233 million pounds.



The unordered commodity inventory, on the other hand, which consists of stocks available for shipment to program for which shipping instructions have not been issued, dropped by almost one-half. This portion stood at only 242 million pounds in August compared to 460 million in July. The 242 million figure was by far the lowest one for the calendar year. Only May had previously fallen below 400 million and its figure amounted to 378. The August total likewise amounted to only about 25 percent of the amount for the corresponding 1945 month. It should be noted that all the unordered figures cited are based on orders to ship rather than on commitments.

As a result of its abrupt drop, the unordered portion of the August inventory amounted to only 25 percent of the month's total. This small percentage emphasizes the change prevailing this year compared to 1945 in the ratio of ordered to unordered inventory. Where in early 1945 more than 60 percent of all inventory represented unordered stock, it has during 1946 dropped to an average of less than 50 percent. This year it amounted to 51 percent in January, 42 percent in February, 41 in March, 49 in April, 41 again in May, 40 in June, and 39 in July. Compared to the 25 percent of August this year, the unordered portion in August 1945 amounted to 65 percent.

Total CCC-owned stocks acquired prior to January 1, 1946, which includes commodities for which disposition has not been arranged as well as those stocks ordered to programs but not reported shipped as of August 31, amounted to approximately 4.75 million pounds. This was 6.63 million



less than the July 31 total of 11.38 million and 15.11 million under the amount existing at the end of June. Of the over-age commodities remaining on August 31, approximately 57 percent or 2.69 million pounds represented fruits and vegetables. Special commodities amounted to about 1.73 million pounds, grain products to about 130 thousand, dairy products to 84 thousand, fats and oils to 59 thousand, and live-

stock products to 51 thousand. No poultry, sugar or tobacco remained. (See Chart 9.)

Over-age stocks as a percent of total inventory amounted to only 0.48 percent on August 31. The percentages were 0.99 at the end of July and 1.6 at the end of June. In terms of pounds, the biggest drop took place in fruits and vegetable stocks which declined 2.43 million pounds. Special commodities fell 1.71 million, livestock 1.16 million, fats and oils 1.15 million, and dairy products about 300 thousand. The largest percentage declines occurred in livestock products and fats and oils, each of which dropped about 96 percent. Dairy products fell 79 percent, fruits and vegetables 53 percent and special commodities 49 percent.

WAREHOUSE FACILITIES

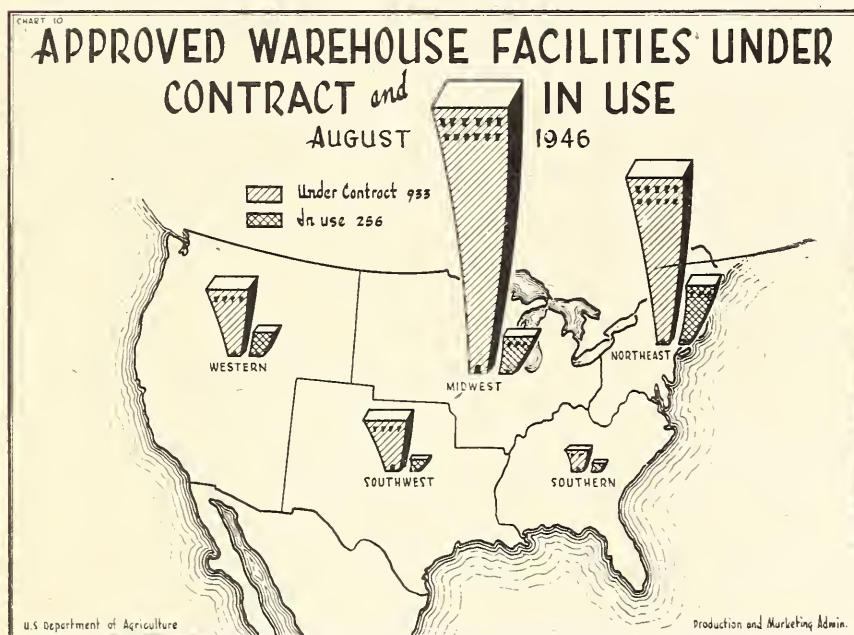
Contracts

The number of approved warehouse contracts in effect stood at 846 at the end of August. This was 54 less than the number reported on July 31 and 61 fewer than on June 30. Thirty-nine percent of the outstanding August contracts were with warehousemen in the Midwest area, 30 percent in the Northeast, 14 percent in the West, 9 percent in the South and 8 percent in the Southwest. The Northeast had 251 contracts, a reduction of 46 below the July level. The Midwest 331, which was 6 less than the previous month, and the Southwest dropped 3 to total 67. The West gained one and had 118. No change occurred in the South which reported 79 each month.

Facilities

The 846 contracts in force covered 933 approved warehouse facilities. This was 310 fewer facilities than the July total and 266 below June. All

Field Offices, except the Midwest which recorded no change, made reductions. The Northeast dropped from 396 in July to 269 in August, the West from 231 to 116, the South from 98 to 33 and the Southwest from 94 to 91. The Midwest had 424 each month. (See Chart 10.)



Approximately 27 percent, or 256, of the approved facilities under contract were utilized on August 31. At the end of July, 311 or 25 percent, of the total were in use.

The reduction was common to all Field Offices. The Northeast with 101 led in the number of facilities utilized. The Midwest had 67, the West 45, the Southwest 24 and the South 19. Fifty eight percent of those facilities located in the South were in use on August 31. The utilization in the other areas amounted to 16 percent in the Midwest, 26 percent in the Southwest, 38 percent in the Northeast and 39 percent in the West.

INSPECTION AND MAINTENANCE

Warehouse Inspection

A total of 211 subsequent warehouse examination reports and 22 original examination reports were received from the Marketing Facilities

Field Offices	Whse.Exam. Reports Rec'd	Whses.Removed From Approved List By MFB	Orig.Exam. Reports Rec'd
Northeast	69	14	5
Midwest	62	10	0
Southern	9	1	0
Southwest	24	1	4
Western	47	1	13
Total	211	27	22

Branch during August. (See table.) These were in contrast to 189 subsequent reports and 18 original reports received in July. The MF Branch removed 27 warehouses from the approved list in August compared to 24 in July.

On August 1, the Marketing Facilities Branch released a new list of approved warehouses, as provided for by PMA Procedure 127.10. Only those warehouses

that were active in May, June or July and had been officially approved by the MF Branch appeared on the new list. All inactive warehouses were deleted from the August list as well as 49 active warehouses because of failure to submit financial statements. Several new warehouses, however, have been approved since that time.

Inspection Requests and Reports

Fifty-three requests for inspection were made to the Commodity

Field Offices	Inspection				Inspection Reports			
	Originated		Ref. To		Received		Ref. To	
	F.O.	Wash.	F.O.	By Wash.	F.O.	Wash.	By F.O.	Total
Northeast	18	2	0	20	0	2	0	2
Midwest	2	0	0	2	0	0	0	0
Southern	1	3	0	4	1	2	0	3
Southwest	21	1	0	22	17	0	0	17
Western	2	3	0	5	0	2	0	2
Total	44	9	0	53	18	6	0	24

Branches during August compared with 22 in July. Of the August requests, 44 originated in the Field Offices and 9 in the Washington Office. There were no referrals. August inspection reports totaled 24 as against 14 in July. The Field Offices received 18 reports during the month and the Washington Office 6. Twenty-nine reports were outstanding at the end of August. Only 8 reports were outstanding on July 31. (See table page 12.)

Sales Referrals

The Washington Office made only 3 referrals for sale to the Commodity Branches during August compared to 7 in July. None of the August referrals was sold.

Part Lots

Current information indicates that of the total number of part and disposition lots brought to the attention of the Maintenance Division since March 1, 1946, there were only 234 lots on September 1 still shown in warehouses to the account of PMA. (See table.) Final disposition

Status of Part and Disposition Lots					
Field Offices	Disposition Made	Awaiting Program	Claims Handling	Action Pending	Total
Northeast	49	43	11	53	156
Midwest	22	4	5	15	46
Southern	5	2	0	0	7
Southwest	4	0	8	5	17
Western	1	1	4	2	8
Total	81	50	28	75	234

has been made on 81 lots. Seventy-eight of these have been sold although delivery has not been effected and three have been donated or rejected to the warehouse. Fifty additional lots await program disposition and 28 lots are being handled by the Claims Division. Action is pending on 75 lots. Twenty-eight are being inspected, 42 are awaiting sale, and 5 are being donated.

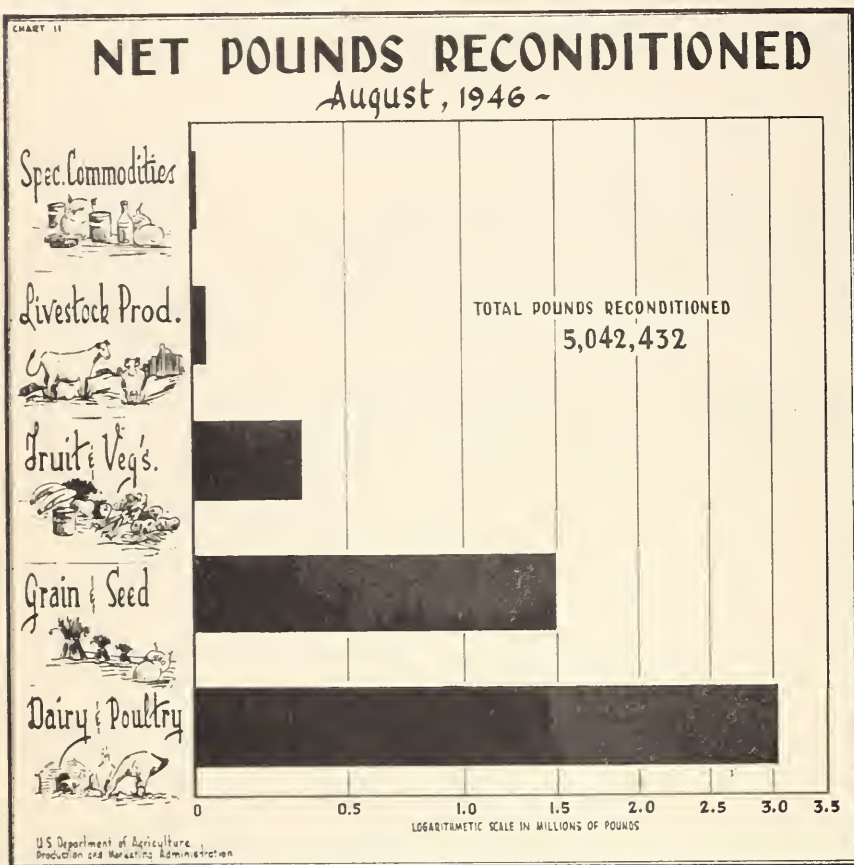
Salvage

The Salvage Section sold 30 and donated 1 out-of-condition and/or odd lots during August. This was in contrast to 31 sales and 7 donations in July. Five sales, three of which represent lots declared by the Army and Navy Departments under the Surplus Property Act, were made by the Washington Office. The Northeast Field Offices made 15 sales, the Midwest 5, the South 3 and the West 2. The one donation was made by the Midwest Office. Sales negotiations are now in progress

for the disposal of 19 lots, and 5 lots have been referred to the various State Directors of the Food Distribution Programs Branch for selection of donees.

Reconditioning and Reconditioning

Slightly more than 5 million pounds of commodities were reconditioned and recoopered during August. The July total was 4.18 million pounds. The August volume, however, was below every other month of the calendar year.



All of the work, except fumigation, was done in three Field Offices. The North-east led with 2.40 million pounds. The Midwest handled 2.34 million pounds and the South 300 thousand pounds. The West had no commodities which required reconditioning and the Southwest did only fumigation work. During July, the North-east reconditioned 1.56 million pounds, the South 1.26 million, the Midwest 1.20 million and the Southwest 165 thousand pounds.

The reconditioning of dairy and poultry products rose sharply during August. The

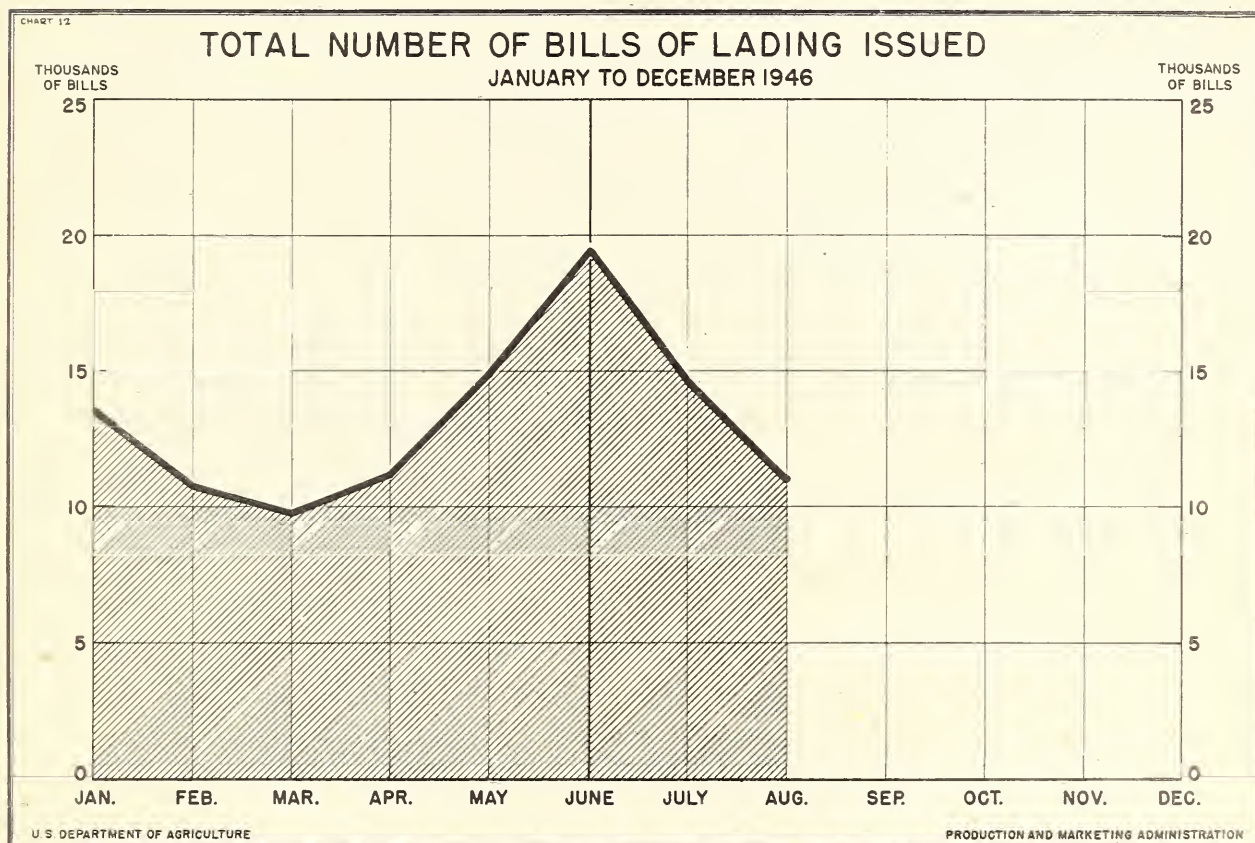
total amounted to 3.17 million pounds in contrast to only 277 thousand in July. The shipments of frozen eggs under Purchase Program PY-5, from the Midwest area to the Bronx Terminal Market, are primarily responsible for the increase. These eggs require segregation before shipment and they are arriving in loose thirty-pound tins. They are being packaged in solid fiber cartons, marked, stenciled, and strapped as they are unloaded from the cars on their way to cold storage. Grain and seed also increased, the total rising from 1.24 million to 1.50 million pounds. All other stocks fell. Fruit and vegetables declined from 1.93 million to 357 thousand, livestock and meats to 12 thousand from 87 thousand, and special commodities from 651 thousand to only 6 thousand. (See Chart 11.)

During August, 1.54 million pounds of grain products were fumigated. Approximately 720 thousand pounds were fumigated on track in cars in the Southwest and 820 thousand pounds in warehouses located in the South.

BILLS OF LADING

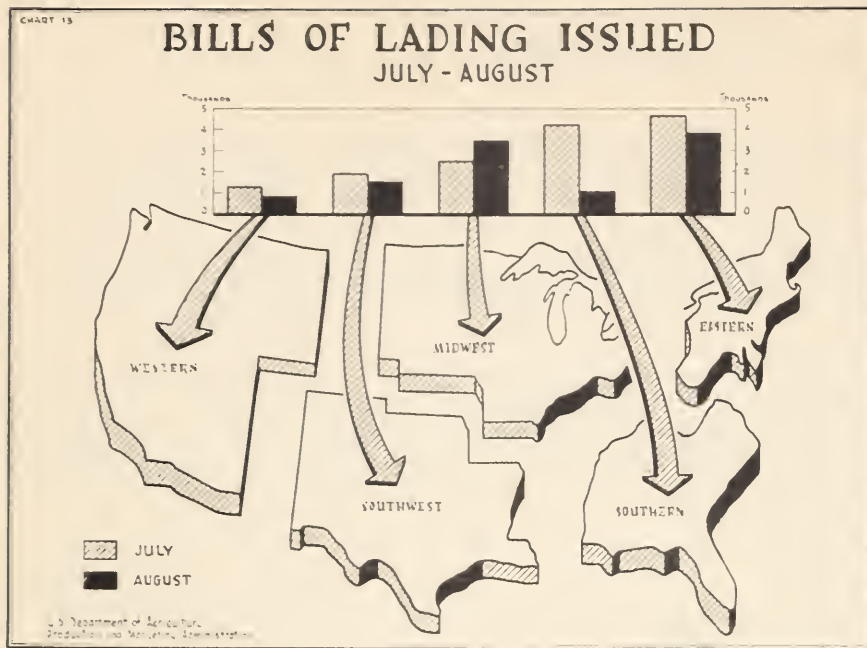
Bills of lading issued in August totaled 10,986. This was a drop of 3,632 ladings or 25 percent below the July figure. (See Chart 12.)

All areas declined except the Midwest. As in July, the Northeast continued to lead, although its total diminished from 4,613 to 3,930.



The Midwest, which ranked third in July with 2,577, rose to second place with 3,554 and was the only area to achieve a numerical gain. The Southwest, despite a drop to 1,641 from its July total of 1,891, climbed from fourth position to third. The South fell from second to fourth and from 4,262 bills to 1,058. The West again stood last with 803 compared to its previous 1,275.

In percentage of total August ladings, the Northeast issued 36 percent compared to 31 in July. The Midwest had 32 percent as against 18 the preceding month. The Southwest rose slightly, issuing 15 percent



compared to its previous 13. The Southern percentage declined from 29 to 10, and the Western from 9 to 7.

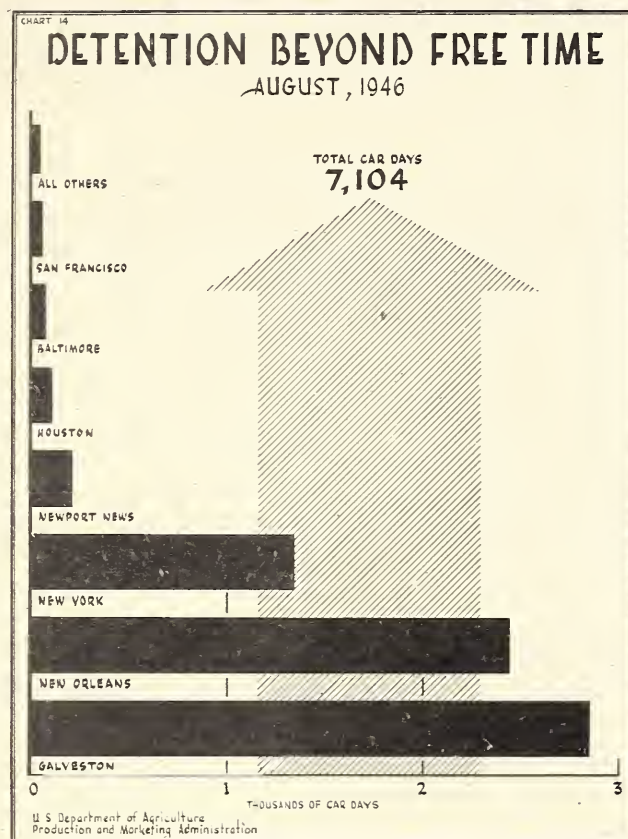
A balance between the number of bills of lading issued and the number of cars shipped is not always possible. Consideration, for example, must be given to factors such as shipments of various commodities purchased FOB port which are moved on commercial rather than Government loadings.

CAR DETENTION (BEYOND FREE TIME)

The number of cars detained beyond the free time during August totaled 2,180. This was 198 cars in excess of July but was 876 fewer than June. Ninety-four percent, or 2,062 of the total, represented box cars whereas 6 percent, or 118 cars, were reefers. The port of New Orleans, with 1,223 cars, had the heaviest detentions. Galveston had 601, New York 184, Newport News 61, Houston 48, San Francisco 26, Baltimore 21, Norfolk 12, Mobile 3, and Portland, Oregon 1. There were no detentions at the ports of Philadelphia, Charleston, Savannah, Beaumont or Los Angeles. Nearly all, or 114, of the reefers were at New York. Mobile had three and Portland one. All ports, except New Orleans, Galveston, and Baltimore detained fewer cars in August than in July. New York achieved the most marked reduction, declining from 1,388 to 184. This was brought about by more favorable availability of vessels and because freight forwarders placed orders for lighters in advance of car arrivals.

Cars were detained longest at New York. The average detention on reefers was 7.75 days and 4.64 days on box cars. Galveston averaged

4.7 days, Baltimore 4.0 days, Newport News 3.4 days and Houston 2.3 days. Two days was the average at New Orleans, Portland, Norfolk, San Francisco and Mobile.



Although there was a slight increase during August in the number of cars detained, there was a more significant decline in total car-day detentions. The total dropped from 9,788 in July to 7,104 in August. (See Chart 14.) Galveston led all other ports with 2,825. It out-ranked New Orleans despite the fact that it had only about one-half as many cars accruing demurrage. New York was third with 1,348 followed by Newport News with 207 and Houston 110. The totals at other ports were all less than 100 car days. Baltimore

had 84, San Francisco 52, Norfolk 24, Mobile 6 and Portland 2.

	Cars Released At Ports In August	Cars Detained Beyond Free Time	Detentions as % Of Handlings
New York	3,147	184	5.8
Newport News	1,747	61	3.4
Philadelphia	1,349	0	0.0
Galveston	1,088	601	55.2
New Orleans	1,038*	1,223	Indef.
Portland, Ore,	572	1	0.0
Norfolk	499	12	2.4
San Francisco	409	26	6.3
Mobile	314	3	1.0
Houston	265	48	18.1
Los Angeles	228	0	0.0
Baltimore	206	21	10.1
Savannah	184	0	0.0
Beaumont	87	0	0.0
Charleston	57	0	0.0
Boston	35	0	0.0
Total	11,225	2,180	19.5

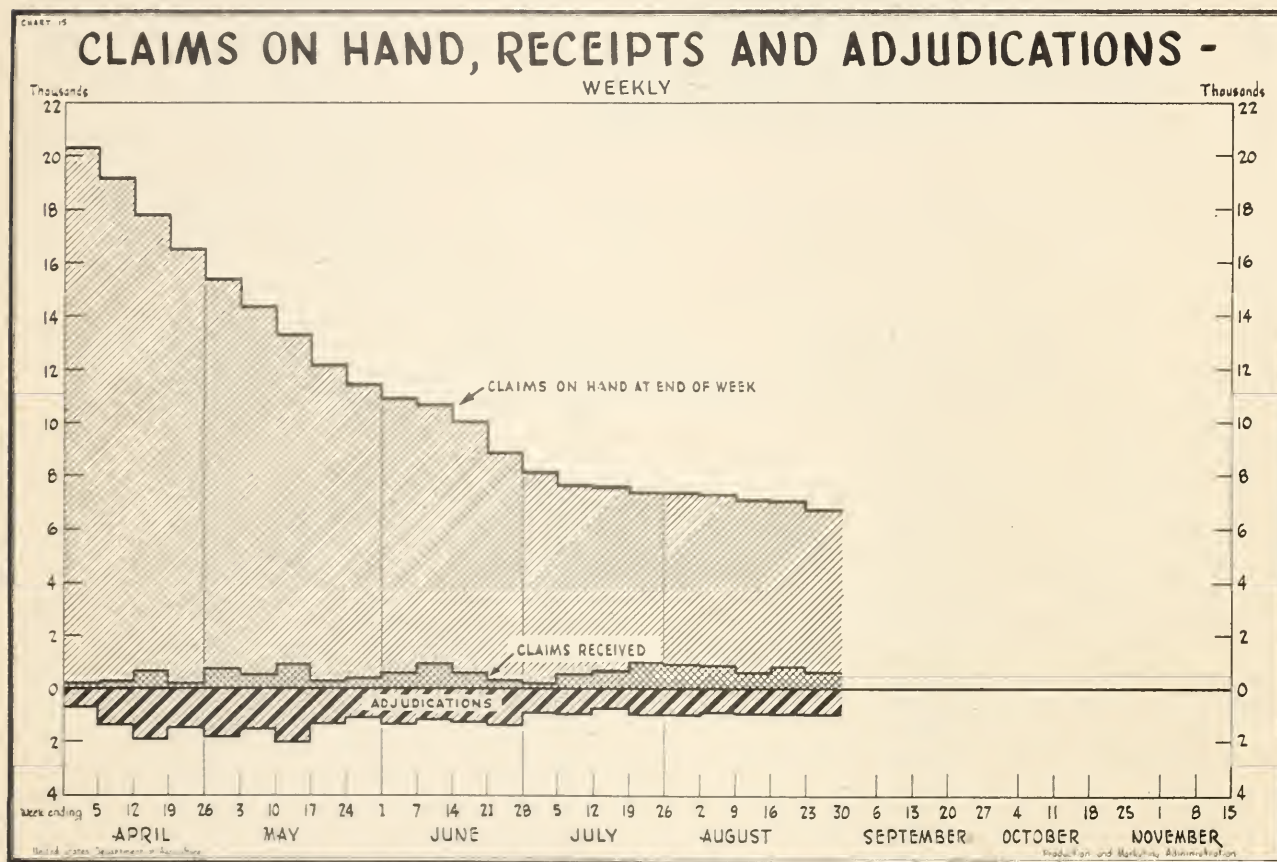
* New Orleans reported 153 cars on hand at beginning of month, 1,357 arrivals during the month and 472 cars on hand at the end of the month.

Fewer cars were released at ports in August than in July. The total dropped from 14,724 to 11,225, a decline of 3,499 cars or 24 percent. The number of cars at the Southwestern ports jumped from 1,391 in July to 2,478 in August. The other three areas experienced declines. The Northeast dropped from 4,931 to 4,737, the West from 1,318 to 1,209 and the South from 7,084 to 2,801. Forty-two percent of the August handlings were in the Northeast, 25 percent in the South, 22 percent in the Southwest and 11 percent in the West.

Detentions as a percent of cars released exceeded 55 percent at Galveston. They amounted to 18.1 percent at Houston, 10.1 percent at Baltimore, 6.3 percent at San Francisco, 5.8 percent at New York, 3.4 at Newport News, 2.4 percent at Norfolk and 1.0 percent at Mobile. (See table page 17.)

CLAIMS 1/

The number of claims on hand at the beginning of August totaled 7,379. During the month 2,984 new claims came in. For the same period



adjudications totaled 3,645. The excess of 661 adjudications over new claims received brought the number of claims down to 6,718 on August 31.

1/ Includes Claims Section of New York Field Office.

(See Chart 15.) This constituted a 9 percent drop for the month. The 6,718 included 2,175 claims from an original backlog of more than 30,000, and a case load of 4,543 current claims.

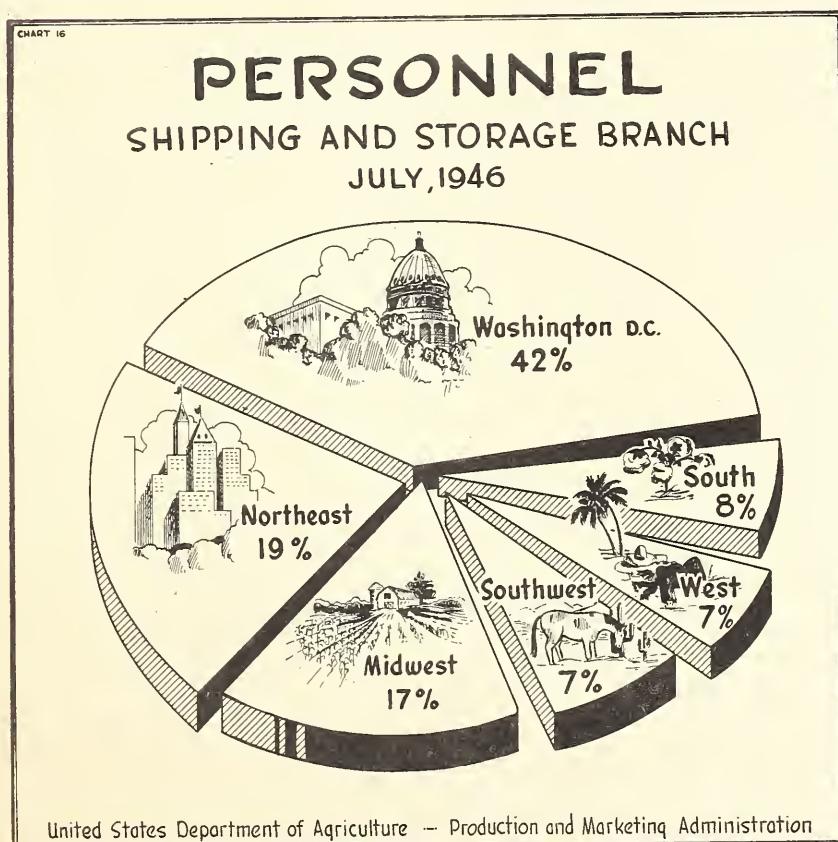
By comparison with August, new claims in July totaled 3,390, adjudications aggregated 4,878, and the month's reduction amounted to 17 percent.

While there was a decrease of new claims coming in during August, there were still a considerable number being presented on current carriers' bills covering loadings one to two years old. The investigation necessary on this type of claim consumes more time than on current claims for which documentation is more readily available.

Livestock claims show a very slight increase during the month as a result of the new operation at Savannah. Because of general agreements reached with carriers for the handling of such cases, it is expected that these claims will be closed out at an early date.

Collections were reported on 3,077 claims in August. For July the number totaled 3,842. The monetary value of August collections amounted to \$70,306.66. The receipts ranged from a low of \$7,096 the week of August 19-23 to a high of \$31,162.64 the week of August 5-9.

PERSONNEL



There were 1,332 employees in the Shipping and Storage Branch on August 31, 1946. About 42 percent were employed in the Washington Offices and the remaining 58 percent were assigned to the Field Offices. The Northeast had 19 percent of the personnel. The Midwest was second with 17 percent. The South had 8 and the Southwest and West each had 7 percent of the total. (See Chart 16.)

Personnel in the Field Offices devoted an estimated 2,658 man-hours during August to the handling of basic commodities for the various Commodity Branches. This was considerably in excess of the 1,930 man-hours expended in July and the 1,955 man-hours in June. This duty was in addition to that required to handle the volume of Shipping and Storage activities. The Southwest with 1,248 man-hours led all other offices. The South followed with 1,008 man-hours, the West recorded 380, and the Northeast 22.

Field Office personnel also handled 3,264 cars of commodities not covered by PMA bills of lading. This was slightly less than the July total.

MISCELLANEOUS WORK MEASUREMENTS

Each Field Office as Percent of F. O. Total					
	NE	MW	SO	SW	W
Orders to Ship	54%	18%	9%	15%	4%
Bills of Lading	36	32	10	15	7
Shipments from Vendors	41	30	4	20	5
Shipments from Whses.	29	15	17	4	35
Reconsignments	47	3	5	44	1
Arrivals at Whses.	56	17	8	10	9
Arrivals at Ports	37	0	25	29	9
Liftings at Ports	35	0	31	23	11
Whse. Facilities in Use	40	26	7	9	18
Average	42	16 ^{1/}	13	18	11
Personnel	33 ^{2/}	29	13	12	13

1/ This Field Office handles no port operations.

2/ Excludes Claims Section personnel.

PERSONNEL OF SHIPPING AND STORAGE BRANCH
BY DIVISIONS IN WASHINGTON, D.C. AND BY FIELD OFFICES

(1) STGE	(2) PROGRAM	(3) SHIPPING	(4) ADMINIS-	(5) OFFICE OF	(6) FIELD OP-	(7) MAIN.	(8) TOTAL COLS.	(9) CLAIMS	(10) INV.	(11) TOTAL IN
HT.			TRATIVE	DIRECTOR	ERATIONS		(1) THRU (7)		ACCIG.	WASH., D.C.
JAN. 1945	106	103	-	26	13	-	276	25	-	301
FEB.	112	99	-	30	15	-	287	27	-	314
MAR.	107	100	-	31	17	-	287	28	-	315
APR.	112	98	-	34	19	-	297	28	-	325
MAY	117	103	-	33	18	-	307	27	-	334
JUNE	124	82	-	32	18	-	309	31	-	340
JULY	121	81	-	32	21	-	309	34	-	343
AUG.	107	80	-	33	22	-	292	38	-	330
SEPT.	121	79	-	37 2/	24	3/	312	41	-	353
OCT.	135	59	29	11	12	13	313	54	-	367
NOV.	83	52	35	13	11	13	258	90	-	348
DEC.	77	52	37	14	12	15	256	96	4/	352
JAN. 1946	76	55	39	12	12	15	260	107	190	557
FEB.	-	60 1/	48	15	13	19	249	121	197	567
MAR.	-	60	38	13	14	18	240	150	195	585
APR.	-	63	36	14	21	14	249	147	197	593
MAY	-	65	35	14	20	13	253	144	189	586
JUNE	-	52	36	14	21	12	242	176	174	592
JULY	-	46	35	14	21	12	235	169	166	570
AUG	-	43	36	14	21	13	232	164	159	555

	(12) NORTHEAST	(13) MIDWEST	(14) SOUTHERN	(15) SOUTHWEST	(16) WESTERN	(17) NATURAL COOLER	(18) TOTAL FIELD OFFICES	(19) GRAND TOTAL
JAN. 1945	319	118	47	46	173	-	703	1004
FEB.	322	118	43	43	178	-	704	1018
MAR.	325	121	47	42	171	-	706	1021
APR.	323	114	42	41	171	-	691	1016
MAY	314	120	42	49	163	-	688	1022
JUNE	300	125	40	53	165	-	683	1023
JULY	310	130	44	65	172	-	721	1064
AUG.	299	143	44	66	165	-	716	1046
SEPT.	315	133	41	72	153	-	714	1067
OCT.	323	132	45	73	150	-	723	1090
NOV.	320	141	48	83	142	-	734	1082
DEC.	324	148	49	72	137	-	730	1082
JAN. 1946	350	150	50	80	110	35	740	1332
FEB.	360	167	60	81	109	34	811	1378
MAR.	353	167	57	83	101	35	796	1381
APR.	357	161	57	83	106	43	807	1400
MAY	316	150	60	78	835	43	782	1368
JUNE	321	164	84	85	102	60	816	1408
JULY	314	162	99	88	101	64	828	1398
AUG.	259	151	100	90	98	79	777	1332

SOURCE: ADMINISTRATIVE DIVISION TIME AND ATTENDANCE REPORTS, TIME STUDY ANALYSIS BY MAN MONTHS, AND REPORTS FROM FIELD OFFICES.

- 1/ STORAGE AND PROGRAM MANAGEMENT DIVISIONS CONSOLIDATED AND REPORTED AS PROGRAM OPERATIONS IN FEBRUARY, 1946.
- 2/ ADMINISTRATIVE DIVISION CARRIED IN OFFICE OF DIRECTOR UNTIL OCTOBER.
- 3/ INSPECTION AND MAINTENANCE DIVISION FORMED.
- 4/ INVENTORY ACCOUNTING DIVISION TRANSFERRED FROM FISCAL BRANCH TO S&S BRANCH.

AVERAGE NUMBER OF CARS HANDLED PER FIELD OFFICE EMPLOYEE ^{1/}

During August					
	NE ^{2/}	MW	SO	SW	W
Shipments from Vendors	21.9	19.7	5.8	33.5	7.2
Shipments from Whses.	5.5	3.2	8.9	2.4	18.1
Unloads at Whses.	11.2	4.2	4.4	5.9	4.8
Reconsignments	9.2	0.8	3.0	26.7	0.4
Arrivals at Ports	12.2	0	22.8	30.1	8.3
Liftings at Ports	14.5	0	34.8	29.7	12.6
Total Handlings in August	74.5	27.9	79.7	128.3	51.4
Total Handlings in July	70.8	31.2	233.7	77.4	90.8

^{1/} Average for month.

^{2/} Claims Section personnel omitted.

EMBARGOES IN EFFECT DURING AUGUST

1. Embargo 703, box and refrigerator cars to New York. Effective November 21 to August 12 when superseded by Embargo 435. Reinstated on August 21 and remains effective.
2. Embargo 129, export freight to Galveston, Houston and Texas City. Effective March 6 to August 12 when superseded by Embargo 435. Reinstated on August 21 and remains effective.
3. Embargo 170, export freight to Baltimore. Effective March 25 to August 12 when superseded by Embargo 435.
4. Embargo 197, export freight to Philadelphia. Effective March 25 to August 12 when superseded by Embargo 435.
5. Embargo 348, export freight to Newport News, Norfolk and Portsmouth. Effective July 10 to August 12 when superseded by Embargo 435.
6. Embargo 435, export freight to all East Coast and Gulf Coast ports. Effective August 12 to August 21 when amended to apply to Baltimore and Philadelphia only. Lifted August 26.

